



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Willis Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

CMAQ Project Selection Committee Meeting

Annotated Agenda

December 17, 2009

2:00 p.m.

Cook County Conference Room

CMAQ Offices

Note: the meeting materials can be found at <http://www.cmap.illinois.gov/cmaq/minutes.aspx>

1.0 Call to Order and Introductions 2:00 p.m.
Ross Patronsky, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of November 17, 2009 Minutes
The draft minutes for the November 17, 2009 meeting are attached.

ACTION REQUESTED: Approval of the minutes.

4.0 FY 2010-2011 CMAQ Program
4.1 Initiation Meeting
Staff will update the Committee on the initiation meetings.

5.0 Project Changes
5.1 CDOT - Bike Parking – (TIP ID 01-94-0045)
The sponsor is requesting a cost increase of \$200,000 federal funds. Staff recommends approval.
5.2 Lake County DOT – Rollins Rd. from US 12 to Lotus Dr – (TIP ID 10-09-0007) and Lake County DOT – IL 83 from US 45 to Westmoreland Dr – (TIP ID 10-09-0008)
The sponsor is requesting combining the projects under one TIP number (10-09-0008). Staff completed this as an administrative modification.
5.3 Worth – IL 7/Southwest Highway Sidewalks - 76th Ave to IL 43/Harlem (TIP ID 06-10-0002)
The sponsor is withdrawing the project. Staff completed this as an administrative modification.
5.4 Lake County DOT – Roberts Rd at River Rd. (TIP ID 10-00-0128)
The sponsor is requesting the project scope include the intersection improvement as a roundabout. Staff recommends approval.
5.5 Lake County DOT – Everett Rd. at Riverwoods Rd. (TIP ID 10-06-0001)
The sponsor is requesting a cost increase of \$830,195 federal. Staff recommends approval.

5.6 Glenview – The Glen of North Glenview Station Commuter Parking (TIP ID 02-08-0002)

The sponsor is requesting a cost increase of \$863,642 federal, a transfer of \$84,270 federal from phase II engineering into construction, and a scope change.

6.0 Program Management

6.1 Rescissions

At the last meeting, the committee made some clarifications to the process aspect of implementing the rescission. The CMAP Transportation Committee recommended approval to the MPO Policy Committee, Programming Coordinating Committee, and CMAP Board. An updated CMAQ A list is included.

ACTION REQUESTED: Information

6.2 State Appropriation

CMAP Staff has forwarded an estimate of the state appropriation required to IDOT. The anticipated need is significant. A summary memo is attached.

ACTION REQUESTED: Information

6.3 Advancing FY 2011 Projects

Some implementers inquired at the Transportation Committee meeting as to whether projects originally programmed for FY 2011 could be initiated if they are ready now. The implications of this will be discussed. A memo is attached.

ACTION REQUESTED: Discussion

7.0 Funding Private Sector Diesel Emission Reduction Projects

The MPO Policy Committee has requested the CMAQ Project Selection Committee provide background information on funding private sector diesel emission reduction projects. A draft memo is attached.

ACTION REQUESTED: Approval

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

9.0 Other Business

10.0 Next Meeting

Staff will discuss options for meeting dates in 2010.

11.0 Adjournment

CMAQ Project Selection Committee Members:

____ Ross Patronskey, Chair	____ Les Nunes	____ Jeff Schielke
____ Martin Buehler	____ Mark Pitstick	
____ Luann Hamilton	____ Mike Rogers	

Attending CMAQ Project Selection Committee Meetings at CMAP offices:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CMAP offices. If you wish to attend but have not attended meeting regularly, please call or e-mail Holly Ostdick (312-386-8836, hostdick@cmap.illinois.gov) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CMAP main reception desk at 312-454-0400. A driver's license, state ID, or passport will be required to enter.



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Chicago Metropolitan Agency for Planning Congestion Mitigation and Air Quality Improvement Program Project Selection Committee

Minutes
November 17, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

Members Present: Chairman Ross Patronsky – CMAP, Marty Buehler – Counties, Larry Keller – Council of Mayors, Luann Hamilton – City of Chicago, Mark Pitstick - RTA, Mike Rogers – IEPA (via phone), Betsy Tracy – IDOT

Members Absent: None

Others Present: Kristen Bennett, Todd Bright (via phone), Lil Budzinski, Lenny Cannata, Akram Chaudhry, Steve Coffinbarger, Mike Connelly, Kama Dobbs, Adam M. Letendie, Adam Longman, Keith Privett, Tom Rickert, Chad Riddle (via phone), Tony Simmons, Chris Staron, Emily Stewart, David Tomzik, Thomas Weaver, David Werner, Tammy Wierciak

Staff Present: Patricia Berry, Holly Ostdick, Joy Schaad

1.0 Call to Order and Introductions

Committee Chair Ross Patronsky called the meeting to order at 2:06 p.m.

2.0 Agenda Changes and Announcements

The Committee moved agenda item 10 forward and scheduled the next meeting for Thursday, December 17th, at 2:00 p.m. at CMAP.

3.0 Approval of October 30, 2009 Minutes

On a motion by M. Pitstick and a second by M. Buehler, the minutes for the October 30, 2009 meeting were approved with the addition of Lorraine Snorden of Pace to the list of those present.

4.0 FY 2010-2011 CMAQ Program

4.1 Status of Program

Staff informed the committee that notification letters were emailed to all of the FY 2010 & 2011 funding recipients on November 3. The new projects are scheduled to be added to the TIP at the November 20 Transportation Committee meeting. CMAP will hold two project

initiation meetings at IDOT on November 18th for the new suburban project sponsors. Attendance at an initiation meeting is mandatory for 2010 & 2011 project sponsors. Initiation meetings will be held in the near future for sponsors of transit and locomotive repower projects and for City of Chicago sponsoring agencies.

5.0 Project Changes

5.1 Carol Stream – Kuhn Rd Bike Path from Lies Rd to Great Western Trail – (TIP ID 08-07-0013)

On a motion by M. Buehler and a second by L. Hamilton, the committee approved the request to move funds from construction engineering to phase II engineering and right of way.

5.2 Kane County DOT – Mooseheart Rd at Illinois Route 31 – (TIP ID 09-08-0004).

On a motion by L. Keller and a second by L. Hamilton, the committee approved the request to transfer the project sponsorship to IDOT for Phase II engineering, ROW, and Construction and to move all of the project's funding to the construction phase in 2012. This is the project's one-time move.

5.3 Aurora – Galena Blvd from Locust St to Ohio St - (TIP ID 09-05-0002)

Akram Chaudhry, consultant for Aurora, explained that the initial application had neglected to include the needed signal upgrades for the interconnect project and Aurora is now requesting an additional \$674,923 (federal) for construction. A March 2010 letting is anticipated. On a motion by L. Keller and a second by M. Buehler the cost increase was approved.

5.4 Aurora – IL 31/Lake St from Indiana Trail Rd to Gale St - (TIP ID 09-05-0002)

The sponsor is requesting an additional \$931,616 (federal) for construction because the initial application had neglected to include the needed signal upgrades for the interconnect project. Chairman Patronsky asked the Aurora representative if there would be any more requests for this in the future and Mr. Chaudhry assured him that subsequent applications did not overlook this aspect of work. On a motion by M. Buehler and a second by L. Keller, the committee approved the request.

6.0 Program Management

6.1 Rescissions

Staff highlighted the points made in the November 10 memo entitled "Implementing option C" and pointed out that a new draft list of the affected projects was handed out. This list of CMAQ projects that have never had an obligation totals approximately \$195 million. There are about 153 projects comprised of old projects and new 2010 and 2011 projects. The committee asked that staff distinguish the projects put into this category with a name other than "MYB" and it was decided to call it a "CMAQ A list". Both CDOT and Kane County representatives noted that some of the projects on the list should be removed. Ms. Ostlick agreed and noted that as obligations occur, the draft list will change several times between now and implementation which is anticipated shortly after the January 14 MPO Policy Committee decision on moving forward.

There was discussion of how these projects fit with the "one-time move" policy. It was clarified that projects on the CMAQ A list would be subject to the programming policies as if they were currently in the program.

Mike Connelly of CTA pointed out that there are a lot of unknowns and new challenges with these new policies and warned that a "hard and fast" approach would not be appropriate. Tom Rickert from Kane County pointed out that some projects are in IDOT's Central office for 8-10 months for agreement approval. He said that their experience is that sometimes the forms change over the intervening time and the agreements need to be re-written. Marty Buehler pointed out that the new procedures allow for due consideration for delays that are out of the sponsors' control. Chad Riddle of IDOT and others commented that the hope is that we can weed out projects that are just not moving with this new "use it or lose it" mechanism. Mr. Keller stated this would identify dormant projects.

The committee determined that moving from CMAQ A into the TIP is not considered a move for "one-time move" purposes; only a change of fiscal year is considered a move.

Mike Rogers reminded the group that we have a large unobligated balance, and actually dropping some projects out of the CMAQ program will address both the rescission and the problem of stagnant projects. Keith Privett of CDOT asked for clarification of how it would be viewed if a project moves from the CMAQ A list into the TIP near the end of the fiscal year and then the processing is not complete by September 30th. Ross Patronskey responded that we would not penalize a project that is truly moving and just misses the September 30 fiscal year turn over.

The committee was in basic agreement on the approach and asked staff to make some adjustments to the explanatory memo before the recommendation goes to the Transportation Committee. They asked staff to develop a new name for this option; to use the new name of the list (CMAQ A); to point out that this is geared toward weeding out "dormant" projects and not intended to penalize projects which are moving. It was pointed out that there is another CMAQ meeting and two Transportation Committee meetings before the Policy Committee meets on January 14 – so additional revisions can take place if needed. On a motion by L. Keller and a second by M. Pitstick, the committee approved the recommendation for Transportation Committee consideration.

6.2 Status of projects with FY 2009 deadlines.

Holly Ostdick reported on project sponsors with phases in 2009 that were required to give a status update by the end of October. An explanatory memo and spreadsheet of the projects were provided in advance. All sponsors have responded now. Eighty one projects used their "one-time move" from 2009 to 2010 representing about \$210 million of federal funding. Five projects were withdrawn by the sponsors which freed up over \$3 million. On a motion by M. Pitstick and a second by L. Hamilton, the committee approved the one-time moves, withdrawals and other changes of the listed projects.

7.0 Funding Private Sector Diesel Emission Reduction Projects

Patricia Berry reported that staff has been seeking information to use in the memo to the MPO Policy Committee providing background information on funding private sector diesel emission reduction projects. She has received information from the air regulating agencies and the Respiratory Health Association on cost effectiveness of these projects. She expects to have a one page memo and links to the research papers and other documentation received to date. The memo will also link language from the agreement between the private sector recipients, the sponsoring local agency and IDOT to clarify how CMAP monitors and assures that the retrofitted locomotives stay within our region. The committee rejected the idea of offering a “cap” for this type of project in lieu of maintaining flexibility to do what is best for the region’s air quality in each programming cycle. Mark Pitstick suggested adding language about how well past projects in this category have performed. Staff will provide a draft memo to the committee before the next meeting.

8.0 Public Comment

There were no public comments.

9.0 Other Business

There was no other business.

10.0 Next Meeting

The next meeting is scheduled for Thursday December 17th at 2:00 p.m. at CMAP.

11.0 Adjournment

The meeting was adjourned at 3:25 p.m.

Respectfully Submitted,



Holly Ostdick
Manager, CMAQ Program



CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT
30 NORTH LA SALLE STREET - SUITE 500
CHICAGO, ILLINOIS 60602-2570

FACSIMILE TRANSMISSION COVER
FAX #: 312.742.2422

DATE: Nov 18, 2009

NAME:

FAX NO.

TO: Holly Ostlick

312-386-8837

FROM: Keith Pivetti

COMMENTS: Couldnt find so I had her re-sign.

If you did not receive the total transmission of 1 page(s), including cover sheet,
please contact me at (312) 744-1981.



City of Chicago
Richard M. Daley, Mayor

Department of Transportation

Thomas G. Byrne
Commissioner

30 North LaSalle Street
Suite 1100
Chicago, Illinois 60602-2570
(312) 744-3600
(312) 744-1200 (FAX)

www.cityofchicago.org/transportation

November 13, 2009

Mr. Ross Patronskey
Ms. Holly Ostlick
CMAQ Program
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, Illinois 60606

Subject: Transfer of funds between non-motorized transportation projects.

Dear Mr. Patronskey and Ms. Ostlick:

The Chicago Department of Transportation requests to transfer CMAQ funds between two non-motorized transportation projects. No additional funds are requested from the CMAQ Committee at this time for these projects.

The City of Chicago is receiving a higher than expected level of demand for the installation of new bike racks. Before we advertise for a 100-day installation contract for Bike Parking (TIP 01-94-0045) we would like to increase the funding for this program by \$200,000 Federal (\$250,000 with match). This would also increase the project benefits by approximately the same proportion.

This increase can be funded with funds no longer required for the Downtown Pedway Signage project (TIP 01-96-0010), which reports \$400,727 federal unobligated. While there will be expenses related to pending change orders, we anticipate they will require no greater than the half the presently unobligated funds.

Thank you for your consideration of this request. If you have further questions, you may contact me at 312-744-1987 or Keith Privett at 312-744-1981.

Sincerely,

Luann Hamilton
Deputy Commissioner

KP

cc: Attarian, Gomberg, Bieszczat, Privett, Popish



10-09-0007 and 10-09-0008 request

From: Christensen, Bruce D. [mailto:BCChristensen@lakecountyil.gov]
Sent: Tuesday, November 24, 2009 2:21 PM
To: Holly Ostlick
Subject: RE: 10-09-0007 & 10-09-0008

OK, just let me know which TIP ID # you want to use.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
(847) 362-5290
bchristensen@lakecountyil.gov

From: Holly Ostlick [mailto:Hostlick@cmap.illinois.gov]
Sent: Tuesday, November 24, 2009 2:20 PM
To: Christensen, Bruce D.
Subject: RE: 10-09-0007 & 10-09-0008

It would be easier on our end to merge them into one TIP number. We can do it administratively (so no need for committee approval).

Holly Ostlick
312.386.8836

From: Christensen, Bruce D. [mailto:BCChristensen@lakecountyil.gov]
Sent: Tuesday, November 24, 2009 11:44 AM
To: Holly Ostlick
Subject: RE: 10-09-0007 & 10-09-0008

What would you prefer? I don't mind keeping the two TIP ID's if it doesn't bother you. From a bookkeeping perspective it might be easier for you to track them if they are combined into one but I will let you decide.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
(847) 362-5290
bchristensen@lakecountyil.gov

From: Holly Ostlick [mailto:Hostlick@cmap.illinois.gov]
Sent: Tuesday, November 24, 2009 10:27 AM
To: Christensen, Bruce D.
Subject: RE: 10-09-0007 & 10-09-0008

Do you want to include them within the same TIP number or just use the both of them?

Holly Ostlick
312.386.8836

From: Christensen, Bruce D. [mailto:BCChristensen@lakecountyil.gov]
Sent: Tuesday, November 24, 2009 10:15 AM

10-09-0007 and 10-09-0008 request

To: Holly Ostlick

Subject: 10-09-0007 & 10-09-0008

Holly-

Just for your information these two CMAQ projects are being processed under one IDOT construction contract as section # 09-00268-08-TL.

Have a good holiday,

Bruce D. Christensen

Transportation Coordinator

Lake County Division of Transportation

600 Winchester Road

Libertyville, IL 60048

(847) 377-7400

(847) 362-5290

bchristensen@lakecountyil.gov



RANDY J. KELLER
Village President

BONNIE M. PRICE
Village Clerk

Date 11-17-09

Ms. Holly Ostlick
Manager, CMAQ Program
Chicago Area Transportation Study
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Southwest Highway Sidewalk/IL 7 Sidewalks
76th Ave to 114th Ave (BP06103323)

Dear Ms. Ostlick:

The Village of Worth has chosen to prioritize other infrastructure projects over the next few years and we regrettably elect to decline the FY 2010-2011 CMAQ funds for the above mentioned project.

The Village appreciates the efforts of the CMAQ Project Selection Committee and looks forward to the next opportunity to work together.

Should you have any questions, please feel free to call.

Sincerely,
Village of Worth

Randy Keller
President

cc: Ms. Bonnie Strack, Southwest Council of Mayors

7112 WEST 111TH STREET • WORTH, ILLINOIS • 60482

PHONE: (708) 448-1181 • FAX: (708) 448-1105

www.villageofworth.com

10-00-0128 request

From: Christensen, Bruce D. [mailto:BChristensen@lakecountyil.gov]
Sent: Monday, November 30, 2009 2:26 PM
To: Holly Ostdick
Cc: Trigg, Paula J.; Gleason, Chuck L.
Subject: RE: 10-00-0128

Holly-

We do not at this time anticipate the need for additional CMAQ funds to implement this project.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
(847) 362-5290
bchristensen@lakecountyil.gov

From: Holly Ostdick [mailto:Hostdick@cmap.illinois.gov]
Sent: Monday, November 30, 2009 2:01 PM
To: Christensen, Bruce D.
Cc: Trigg, Paula J.; Gleason, Chuck L.
Subject: RE: 10-00-0128

Bruce:

We will request committee approval at the December 17, 2009 meeting. Can you please confirm that you do not anticipate any additional funding for the implementation of this project?

Thank you,
Holly

Holly Ostdick
312.386.8836

From: Christensen, Bruce D. [mailto:BChristensen@lakecountyil.gov]
Sent: Monday, November 30, 2009 1:55 PM
To: Holly Ostdick
Cc: Trigg, Paula J.; Gleason, Chuck L.
Subject: 10-00-0128

Holly-

This intersection improvement is now being processed as a round-a-bout.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
(847) 362-5290
bchristensen@lakecountyil.gov

10-00-0128 request

From: Gleason, Chuck L.
Sent: Monday, November 30, 2009 9:03 AM
To: Christensen, Bruce D.
Cc: Trigg, Paula J.
Subject: River Rd. at Roberts Rd. CMAQ Info

Bruce,

If you recall, we had discussed the changes that may need to occur to the CMAQ application for the above noted project. The original application does not indicate any reference to a roundabout for this improvement. You spoke with a representative at CMAQ regarding this issue and she said that a note from you will suffice. We have discussed the proposed roundabout with Marty, Forest Preserve and Village and all are on-board with this improvement, which is what we were waiting for in order to send the note to CMAQ. You can go ahead and send her our update. We do not have any cost for this improvement at this time.

Thanks,

Chuck Gleason
Phase I Project Manager

Lake County Division of Transportation
600 W. Winchester Road
Libertyville, IL 60048
Phone: 847-377-7447
Fax: 847-362-5290
e-mail: cgleason@lakecountyil.gov

10-06-0001 request

From: Christensen, Bruce D. <BChristensen@lakecountyil.gov>
To: Holly Ostdick
Cc: Buehler, Martin G. <MBuehler@lakecountyil.gov>; Trigg, Paul a J.
<PTrigg@lakecountyil.gov>
Sent: Thu Dec 03 14:43:01 2009
Subject: 10-06-0001 Everett Rd @ Riverwoods Rd
Holly-

The Lake County Division of Transportation is requesting the CMAQ Project Selection Committee's approval of an increase of \$830,195.00 in CMAQ funds for this project. The unobligated balance of CMAQ funds for the project is currently \$1,559,992.00. The current estimate for construction and construction engineering is \$2,987,734.00. Attached are a detailed estimate of cost and the approved job number request form. This project is on the March 5, 2010 letting.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048
(847) 377-7400
(847) 362-5290
bchristensen@lakecountyil.gov

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 10-06-0001

Description: Lake Co DOT-Everett Rd at Riverwoods Rd

Ranking Computation

	2006 Award	2009 Increase (02-09)	2009 Increase (12/09)
Tons VOC eliminated	1.4834	1.4834	1.4834
Cost	\$ 1,170,000	\$ 2,411,513	\$3,449,256
\$/Ton VOC eliminated	\$ 788,713	\$ 1,625,633	\$ 2,325,189
Rank	1	2	3

Project Expenses

	Federal Share	Total	Fed %	Basis
2006 Award	\$ 936,000	\$ 1,170,000	80.0%	Approved project
2009 Increase (02-09)	\$ 1,929,210	\$ 2,411,513	80.0%	Letter from Sponsor
2009 Increase (12/09)	\$ 2,759,405	\$ 3,449,256	80.0%	Letter from Sponsor
Increase Amount	\$ 830,195	\$ 1,037,743		

FY 2006 CMAQ Program

CMAQ ID		Total \$	Federal \$	\$ Per Ton VOC Eliminated	Proposed Program
Intersection Improvement					
1 II10062573	Lake County DOT-Everett Rd at Riverwoods Rd	\$1,170,000	\$936,000	\$788,713	\$936,000
2 II09062581	Kane County DOT-Randall Rd at US 20/Foothill Rd	\$1,419,000	\$1,135,200	\$1,189,734	\$1,135,200
3 II12062575	Will County Department of Highways-Gougar Rd at US 30	\$1,320,000	\$1,056,000	\$1,862,859	\$1,056,000
	Revised Rank			\$2,325,189	
4 II10062590	Grayslake-Atkinson, IL 120, IL 137, IL83/Ivanhoe Rd	\$6,630,000	\$5,304,000	\$2,349,700	
5 II09062578	Kane County DOT-Randall Rd at Bolcum Rd/Ridgewood Dr	\$515,400	\$412,300	\$2,590,470	\$412,300
6 II02062654	Glenview-Greenwood Rd at Glenview Rd	\$2,136,500	\$1,709,200	\$4,002,191	\$48,000
7 II11062576	Algonquin-Bunker Hill Dr/Huntington Dr at Randall Rd	\$1,245,000	\$996,000	\$4,895,181	
8 II03062585	Schaumburg-Barrington Rd from Schaumburg Rd to Holmes Way	\$1,505,800	\$1,204,600	\$5,462,261	\$1,204,600
9 II11062587	Crystal Lake-Pingree Rd at US14/Northwest Hwy	\$1,111,000	\$889,000	\$5,981,730	
10 II03062593	Rolling Meadows-IL 58/Golf Rd at IL 62/Algonquin Rd	\$500,000	\$400,000	\$6,881,681	
11 II09062580	Kane County DOT-Randall Rd at US 20/Weld Rd	\$859,700	\$687,800	\$10,143,590	
12 II10062596	Lake County DOT-IL 176 and Fairfield Rd	\$4,608,000	\$3,686,000	\$12,313,414	



The Village of Glenview

Capital Projects Department

December 10, 2009

Mr. Chris Staron
Program Associate for Transportation
North Shore Council of Mayors / Northwest Municipal Conference
1616 East Golf Road
Des Plaines, IL 60016

RE: The Glen of North Glenview Commuter Parking Lots
Village of Glenview, Cook County
TIP #: 02-08-0002
Section #: 08-000169-00-PK
Request for Adjustment in Amount for Construction and Phase III Engineering

Dear Mr. Staron,

The Village of Glenview is requesting consideration of the North Shore Technical Committee for a cost increase for the above referenced CMAQ project. The cost increase request is for Construction and Phase III Engineering. Additionally, the Village is requesting the transfer of remaining allocated funds from Phase II (Engineering) to Phase III (construction).

The subject project design (Phase II Engineering) has been **completed** and Final Plans submitted to IDOT on December 10, 2009.

The cost increase is based on the final construction cost estimate prepared by the Village's Consultant. The main reasons for the cost increase are as follows:

- Wherever possible, conventional HMA pavement was replaced with pervious pavements. The pervious pavement and aggregate base would provide some detention and alleviate flooding in this area.
- Underdrain system was added.
- Bioswale system was added (to improve overall storm water runoff quality).

The amounts in the following table reflects the latest cost estimates prepared for the final stage of Phase III (construction) and additional funds requested for Construction and Construction Engineering of this project.

Fiscal Year	CMAQ Funds currently programmed	Current Cost Estimates	Proposed CMAQ funding changes	Additional CMAQ funding request	Phases
FY 2009	\$109,200	\$24,930.00	-\$84,270.00*		Engineering II
FY 2010	\$1,091,600	2,525,811.50	\$2,020,649.20	\$844,779.20**	Construction
FY 2010	0	\$128,916.00	\$103,133.00	\$103,133.00	Construction Engineering
TOTAL	\$1,200,800	\$2,679,657.50	\$2,039,512.20	\$947,912.20	

*Request to transfer remaining Phase II (design) funds to construction phase

** This amount includes the requested transfer of Phase II (design) funds (\$84,270) into construction

The Village of Glenview respectfully requests that the North Shore Technical Committee approve transfer of remaining Phase II funds of \$84,270.00 to Construction Phase and an increase of funding by \$844,779.20 for Construction plus \$103,133.00 in Phase III Engineering for a total of \$947,912.20 in CMAQ funding for FY2010. This Project is ready for construction and is scheduled for IDOT March 5, 2010 letting.

The Village of Glenview appreciates your consideration in this matter. Please feel free to contact me at 847-486-5640 if you have any questions or additional information needed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eli Litay', with a long horizontal flourish extending to the right.

Eli Litay, P.E
Design Division Engineer

Chicago Metropolitan Agency for Planning

CMAQ Cost Increase Analysis

TIP ID: 02-08-0002

Description: The Glen of North Glenview Station Commuter Parking

Ranking Computation

	2008 Award	2009 Change
KilosVOC eliminated	4,028.5161	4,028.5161
Cost	\$ 1,501,000	\$ 2,679,657
\$/Kilo VOC eliminated	\$ 373	\$ 665
Rank	4	7

Project Expenses

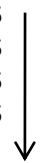
	Federal Share	Total	Fed %
2008 Award	\$ 1,200,800	\$ 1,501,000	80.0%
2009 Change	\$ 2,039,512	\$ 2,654,728	76.8%
Increase Amount	\$ 838,712	\$ 1,153,728	

Chicago Metropolitan Agency for Planning

TIP Division

Reranking of projects 02-08-0002

The Glen of North Glenview Station Commuter Parking

		Facility to be Improved	Project Total	Application Federal	\$ Per Kilo VOC Eliminated
		FY 2008 CMAQ Program - Commuter Parking			
McHenry	CP11082900	McHenry County Division of Transportation-Virginia Rd	\$ 366,000	\$ 350,000	\$ 219
Will	CP12082919	Joliet-Joliet Metra Lot 1 at Washington St	\$ 374,000	\$ 272,000	\$ 323
Will	CP12082883	Lockport-Lockport Commuter Parking Lot	\$ 730,000	\$ 480,000	\$ 343
North Shore	CP02082889	Glenview-The Glen of North Glenview Station Comm	\$ 1,521,000	\$ 1,200,800	\$ 378
South	CP07082922	Hazel Crest-New Commuter Parking Lot on the NW cc	\$ 565,000	\$ 452,000	\$ 485
Regionwide	CP13082911	Pace-Rideshare/Carpool Lots at Area Interchanges	\$ 3,413,700	\$ 3,063,700	\$ 551
Regionwide	CP13082918	Pace-Rideshare/Carpool Lots at Area Interchanges - V	\$ 4,073,000	\$ 4,073,000	\$ 555
		Revised Rank			\$ 665
Will	CP12082924	Plainfield-Plainfield Pace Park and Ride Lot at 143rd S	\$ 1,069,000	\$ 799,200	\$ 698
Kane	CP09082920	Aurora-IL 59 Commuter Station Parking Lot Addition at	\$ 2,370,785	\$ 1,896,628	\$ 950
DuPage	CP08082901	Lombard-Hammerschmidt Rail Commuter Parking Lot	\$ 1,689,640	\$ 1,275,000	\$ 1,118
Chicago	CP01082927	CDOT-91st St Station (RI-Bev) Park & Ride Expansion	\$ 4,125,000	\$ 3,300,000	\$ 2,600
Northwest	CP03082908	Rolling Meadows-Commuter Parking Lot Access Drive	\$ 972,000	\$ 778,000	No Benefit



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MEMORANDUM

To: Transportation Committee

Date: November 19, 2009

From: CMAQ Project Selection Committee (PSC)

Re: Addressing Rescissions and Dormant Projects

Purpose: The rescission of unobligated Highway Trust Fund contract authority balances required by the 2005 transportation authorization law known as "SAFETEA-LU" and the 2007 energy law resulted in an \$83 million reduction in the northeastern Illinois Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. In response, the CMAQ Project Selection Committee (PSC) considered six options involving shifting or cancelling projects. The PSC discussed these options at its October 30, 2009 and November 17, 2009 meetings, and recommends moving all projects with no obligated funds (of any phases) into a "CMAQ A" list. The PSC recommendation has a substantial purpose beyond addressing the \$83 million rescission; it affords the region the opportunity to directly address dormant projects by enhancing the active program management policies adopted by the MPO Policy Committee and the CMAP Board in March 2009.

Discussion: The proposed plan allows the region to absorb the CMAQ rescission without being forced to arbitrarily identify which projects are dormant. Unobligated projects will be moved out of the Transportation Improvement Program (TIP) and onto a CMAQ A list. The projects will be moved from the CMAQ A list to the fiscally constrained TIP by action of the CMAP Transportation or MPO Policy Committee. That action can occur when the project sponsor notifies their Planning Liaison or CMAP staff (depending on sponsor) that the project is ready for obligation and the reviewing agencies (IDOT/RTA) confirm that status. The Planning Liaison, sponsor or CMAP staff as appropriate will make the TIP change.

In addition to removing enough projects from the TIP to meet fiscal constraint, this option has the added benefit of enhancing the PSC's active program management policies. It requires project sponsors to aggressively manage their projects to ensure inclusion in the TIP before requesting authorization. Languishing projects are still subject to active program management requirements – following a one-time move, there is a deadline for obligating project funds. If the deadline is not met, the project will be considered for withdrawal from the program. Ultimately this allows for a "first ready, first funded" approach to bringing projects back into the TIP and will allow for dormant projects to be identified and withdrawn from the program. Implementation of the recommendation will also provide a pool of unobligated funds which can be allocated for cost increases for projects that are ready to be obligated.

Projects included in the CMAQ Multi-Year B list approved in October 2009 will be reviewed in May 2010 to identify candidates for programming only if sufficient progress is not made in obligating projects on the CMAQ A list.

Below are some implementation specifics of the proposal:

- All CMAQ projects with 100% unobligated funds (all phases) will be moved to a CMAQ A list.
 - \$194,536,303 Federal Funds
 - 153 projects
 - These numbers are subject to change if progress is made prior to the MPO Policy Committee's January 14, 2010 meeting.
 - The CMAQ A list will include all of the newly programmed FFY 2010 and FFY 2011 projects which do not move forward prior to the January 14 meeting.
- The CMAQ A list projects will be removed from the TIP if the MPO Policy Committee approves this approach.
 - The projects will still have a TIP ID number.
 - Projects will appear in the TIP database, but with the fiscal year changed to CMAQ A, which means that the project is not currently funded.
 - The project can still move forward with pre-obligation activities by reviewing agencies (RTA, IDOT).
 - The project cannot be obligated until it is within the selected year of the TIP.
- The project sponsor will be required to request that the project be moved into the selected year of the TIP so it can be obligated.
 - Reviewing agencies will have to confirm the project is ready to be moved into the current year of the TIP.
 - Planning liaisons, the sponsor or CMAP staff (depending on sponsor) will administratively make these changes; if funding becomes limited and more projects are ready for obligation than funds available; a CMAQ PSC meeting will be called.
 - TIP changes are scheduled in coordination with the FTA grant cycles, IDOT letting schedule and federal authorization dates, therefore projects following those schedules will not be delayed due to pending TIP changes
 - The Transportation Committee meets every month in 2010 except for February and October; the MPO Policy Committee can also approve TIP changes and meets in October.
 - Transit Projects will be added to the TIP when the RTA approves the agencies' programs or amended program with the project included.
- Active Program Management of the CMAQ A list
 - Projects that do move into the selected year of the TIP will be held to the same programming policies approved by the MPO Policy Committee and CMAP Board in March 2009.
 - Projects that remain on the CMAQ A list will also be subject to the same programming policies approved by the MPO Policy Committee in March 2009.

TIP Project ID	Project Sponsor	Brief Description	Total Programmed	Obligated	Percent Unobligated	project bal	First Programmed Year	Last Programmed Year	Estimated Completion Year
01-00-0030	CDOT	130th St and Torrence Ave	\$3,300,000	\$0	100.0%	\$3,300,000	2002	2002	2005
01-03-0019	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	\$300,000	\$0	100.0%	\$300,000	2003	2003	2007
01-05-0005	Jackson Park District	Jackson Park/59th St Bicycle Path	\$578,000	\$0	100.0%	\$578,000	2005	2005	2007
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	\$1,620,000	\$0	100.0%	\$1,620,000	2010	2006	2013
01-06-0074	CDOE	Chicago Diesel Fleet Retrofit Project	\$3,529,800	\$0	100.0%	\$3,529,800	2009	2007	2011
01-08-0002	CDOT	Bloomington Trail	\$2,640,000	\$0	100.0%	\$2,640,000	2008	2008	2013
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	\$1,920,000	\$0	100.0%	\$1,920,000	2008	2008	2009
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	\$5,460,000	\$0	100.0%	\$5,460,000	2008	2008	2010
01-09-0002	CDOT	Weber Spur Trail UPRR (Former CNW)	\$2,240,000	\$0	100.0%	\$2,240,000	2009	2009	2011
01-09-0003	CDOT	Morgan St Station-Green/Pink Lines	\$8,000,000	\$0	100.0%	\$8,000,000	2009	2009	2010
01-09-0004	CDOT	Union Station Transportation Center	\$5,544,000	\$0	100.0%	\$5,544,000	2009	2009	2012
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	\$1,520,000	\$0	100.0%	\$1,520,000	2009	2009	2009
01-09-0006	IEPA	Retrofit of Amtrak Switcher Engines	\$2,400,000	\$0	100.0%	\$2,400,000	2010	2009	2010
01-10-0004	CTA	Diesel Particulate Filter Retrofit for CTA Buses	\$11,920,000	\$0	100.0%	#####	2010	2010	2012
01-97-0087	CDOT	Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	\$292,000	\$0	100.0%	\$292,000	2005	2005	2009
02-03-0001	Morton Grove	IL 58/Dempster St from Ferris Ave to Central Ave	\$3,860,281	\$0	100.0%	\$3,860,281	2004	2004	2009
02-05-0004	Glenview	Greenwood Rd at Glenview Rd	\$48,000	\$0	100.0%	\$48,000	2006	2006	2009
02-05-0004	Glenview	South Greenwood Rd sidewalks from Linneman St to Glenview Rd	\$107,680	\$0	100.0%	\$107,680	2010	2010	2010
02-08-0001	Glenview	Techny Trail Segment 3 - Along W Side of Lehigh Av	\$508,000	\$0	100.0%	\$508,000	2008	2008	2010
02-08-0005	Evanston	Sheridan Rd from Central St to Chicago Ave	\$674,000	\$0	100.0%	\$674,000	2010	2010	2011
02-09-0002	Evanston	Yellow Line Infill Stations Dodge/Asbury/Ridge Engineering Feasibility Study	\$220,000	\$0	100.0%	\$220,000	2009	2009	2012
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	\$4,908,000	\$0	100.0%	\$4,908,000	2010	2010	2012
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	\$816,000	\$0	100.0%	\$816,000	2010	2010	2012
02-10-0003	Glenview	Patriot Blv at Independence Ave	\$256,000	\$0	100.0%	\$256,000	2010	2010	2010
02-97-0006	Cook County Highway Department	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Skokie Blvd	\$800,000	\$0	100.0%	\$800,000	2000	2000	2011
03-03-0103	Palatine	Palatine Rd from Smith St to US 14/Northwest Hwy	\$1,477,000	\$0	100.0%	\$1,477,000	2005	2005	2011
03-06-0003	Des Plaines	Golf Rd Sidewalk from Des Plaines River Rd to Third Ave	\$158,000	\$0	100.0%	\$158,000	2006	2006	2007
03-08-0001	Des Plaines	Des Plaines River Walk from Golf Rd to Algonquin Rd	\$1,048,000	\$0	100.0%	\$1,048,000	2008	2008	2008
03-08-0005	IDOT	Barrington Rd at Buttitta/Laurie Ln	\$320,000	\$0	100.0%	\$320,000	2008	2008	2009
03-09-0006	Arlington Heights	Douglas Ave Multi-use Path	\$90,000	\$0	100.0%	\$90,000	2009	2009	2009
03-09-0007	Des Plaines	City of Des Plaines Bike Network Implementation Stage 1	\$124,000	\$0	100.0%	\$124,000	2009	2009	2010
03-09-0008	Hoffman Estates	Higgins Rd Pedestrian and Bicycle Project	\$600,000	\$0	100.0%	\$600,000	2009	2009	2009
03-09-0009	IDOT	IL 19/Irving Park Rd at Barrington Rd	\$336,000	\$0	100.0%	\$336,000	2009	2009	2011
03-09-0010	IDOT	IL 59/Sutton Rd between N and S Ramp at US 20/Lake St	\$792,000	\$0	100.0%	\$792,000	2009	2009	2011
03-09-0011	IDOT	I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd	\$376,000	\$0	100.0%	\$376,000	2009	2009	2010
03-09-0012	Buffalo Grove	Dundee Rd Sidewalk	\$520,169	\$0	100.0%	\$520,169	2009	2009	2010
03-10-0001	Arlington Heights	McDonald Creek Bike Path Improvements (sidepath and park path)	\$242,000	\$0	100.0%	\$242,000	2010	2010	2011
03-10-0002	Arlington Heights	Green Bike Facility	\$112,000	\$0	100.0%	\$112,000	2010	2010	2010
03-10-0003	Hoffman Estates	Diesel Fleet Emissions Reduction Project	\$221,600	\$0	100.0%	\$221,600	2010	2010	2010
03-10-0004	Hoffman Estates	IL 59 at Shoe Factory Rd	\$1,024,000	\$0	100.0%	\$1,024,000	2010	2010	2012
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	\$344,000	\$0	100.0%	\$344,000	2000	2000	2010
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	\$1,973,000	\$0	100.0%	\$1,973,000	2008	2008	2010
04-09-0002	Berkeley	Union Pacific Proviso Railyard Switcher Engine Retrofit	\$7,280,000	\$0	100.0%	\$7,280,000	2010	2009	2010
04-09-0004	IDOT	US 12/45/Mannheim Rd at Lawrence Ave	\$580,000	\$0	100.0%	\$580,000	2009	2009	2011
04-10-0001	Oak Park	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	\$43,200	\$0	100.0%	\$43,200	2010	2010	2010
04-10-0002	Oak Park	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	\$38,400	\$0	100.0%	\$38,400	2010	2010	2010
04-10-0003	Oak Park	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	\$65,900	\$0	100.0%	\$65,900	2010	2010	2010
04-10-0004	Oak Park	Village Wide Bus Shelters	\$79,700	\$0	100.0%	\$79,700	2010	2010	2010
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	\$1,820,000	\$0	100.0%	\$1,820,000	2009	2009	
05-10-0001	Berwyn	Bicycle Parking and Marketing	\$25,840	\$0	100.0%	\$25,840	2010	2010	2010
06-01-0004	Justice	Justice-79th St Ped Fac from 88th Ave to Roberts Rd	\$323,800	\$0	100.0%	\$323,800	2003	2001	2007
06-03-0002	Justice	Roberts Rd Sidewalk-79th to 87th St	\$116,000	\$0	100.0%	\$116,000	2003	2003	2007
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	\$360,000	\$0	100.0%	\$360,000	2009	2009	2011

06-09-0004	Bedford Park	BRC, Clearing Yard Switcher Retrofit	\$5,723,250	\$0	100.0%	\$5,723,250	2010	2009	2011
06-09-0005	IDOT	104th Ave/Flavin Rd at 95th St	\$2,520,000	\$0	100.0%	\$2,520,000	2009	2009	2011
06-09-0007	Palos Park	80th Ave from 121st St to 123rd St	\$107,200	\$0	100.0%	\$107,200	2009	2009	2009
06-10-0002	Worth	IL 7/Southwest Highway Sidewalks - 76th Ave to IL 43/Harlem Ave	\$275,000	\$0	100.0%	\$275,000	2010	2010	2010
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	\$323,014	\$0	100.0%	\$323,014	2005	2005	2013
07-06-0002	University Park	Cicero Ave Shared Use Path	\$258,800	\$0	100.0%	\$258,800	2006	2006	2007
07-06-0003	Robbins	Bio Refueling Station at the Robbins Energy Center	\$132,774	\$0	100.0%	\$132,774	2006	2006	2007
07-08-0009	Homewood	Village of Homewood Bicycle Network - Near and Mid-Term Priorities	\$113,690	\$0	100.0%	\$113,690	2008	2008	2010
07-09-0005	Chicago South Suburban Mass Transit Dist	University Park Metra Station Parking	\$2,458,000	\$0	100.0%	\$2,458,000	2009	2009	2010
07-10-0001	Tinley Park	183rd St at Oak Park Ave	\$2,208,000	\$0	100.0%	\$2,208,000	2010	2010	2014
07-10-0002	Oak Forest	158th St and 155th St Sidewalk Project between Laramie Ave and Cicero Ave	\$138,400	\$0	100.0%	\$138,400	2010	2010	2011
07-10-0003	IDOT	Lincoln Hwy from Chicago Rd to State St	\$408,000	\$0	100.0%	\$408,000	2010	2010	2010
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	\$1,357,600	\$0	100.0%	\$1,357,600	2000	2000	2011
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	\$209,000	\$0	100.0%	\$209,000	2006	2006	2014
08-00-0010	IDOT	IL56/Butterfield Rd from Naperville Rd to IL59	\$790,000	\$0	100.0%	\$790,000	2006	2006	2011
08-04-0001	Downers Grove	Eastern Corridor Bikeway and Bikeway Connections	\$558,000	\$0	100.0%	\$558,000	2004	2003	2010
08-05-0002	DuPage County	DuPage County Transit Service Marketing	\$480,000	\$0	100.0%	\$480,000	2005	2005	2007
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	\$960,000	\$0	100.0%	\$960,000	2005	2005	2008
08-06-0004	Villa Park	South Villa Ave Sidewalk from Wildwood Ave to Park Blv	\$436,200	\$0	100.0%	\$436,200	2006	2006	2009
08-07-0003	DuPage County DOT	Thorndale Ave from I-290 Entrance Ramp to Park Blvd	\$464,000	\$0	100.0%	\$464,000	2009	2009	2010
08-08-0001	Villa Park	Ardmore Ave at High Ridge Rd	\$627,000	\$0	100.0%	\$627,000	2008	2008	2010
08-09-0004	DuPage County DOT	75th St from Ranch View Dr to Woodward Ave	\$584,000	\$0	100.0%	\$584,000	2009	2009	2009
08-09-0005	DuPage County DOT	County Farm Rd/Army Trail Rd from Schick Rd/Green Rd to Birchbark Tr/84 Ct	\$542,000	\$0	100.0%	\$542,000	2009	2009	2009
08-09-0006	DuPage County DOT	55th St at Cass Ave	\$1,847,000	\$0	100.0%	\$1,847,000	2009	2009	2009
08-09-0007	IDOT	US Route 34 at Pasquinelli Dr	\$300,000	\$0	100.0%	\$300,000	2009	2009	2011
08-10-0002	Bensenville	Jefferson St Sidewalk Improvements, Evergreen St to York Rd	\$259,200	\$0	100.0%	\$259,200	2010	2010	2011
08-10-0003	DuPage County DOT	Glen Ellyn Rd from Army Trail Rd to Armitage Ave	\$440,000	\$0	100.0%	\$440,000	2010	2010	2011
08-10-0004	DuPage County DOT	Geneva Rd from President St to Swift Rd	\$484,000	\$0	100.0%	\$484,000	2010	2010	2011
08-97-0010	Oakbrook Terrace	CERMAK RD (22ND STREET) FROM IL 56 BUTTERFIELD ROAD (DUPAGE/OAK BROOK) TO IL 83 KINGERY HWY (DUPAGE/OAK BROOK TERRACE)	\$377,406	\$0	100.0%	\$377,406	2007	2007	2009
09-01-0004	Kane County DOT	Kane County-Orchard Road Interconnect	\$368,000	\$0	100.0%	\$368,000	2001	2001	2007
09-05-0005	North Aurora	Ruby Bikeway	\$143,059	\$0	100.0%	\$143,059	2005	2005	2007
09-06-0001	Geneva	Geneva North Central Trail	\$199,000	\$0	100.0%	\$199,000	2006	2006	2007
09-09-0005	Elgin	Kimball St and National St from State St to Dundee Ave/ Villa St	\$103,200	\$0	100.0%	\$103,200	2009	2009	2009
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	\$338,200	\$0	100.0%	\$338,200	2009	2009	2010
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	\$2,721,000	\$0	100.0%	\$2,721,000	2009	2009	2010
09-09-0008	IDOT	US 20 from Plank Rd/Coombs Rd to Nesler Rd	\$200,000	\$0	100.0%	\$200,000	2009	2009	2009
09-09-0014	Batavia	IL 31 and Wilson St from Main St to IL 25	\$88,000	\$0	100.0%	\$88,000	2009	2009	2011
09-10-0002	Sleepy Hollow	Bike Path (multiuse sidepath) Parallel to Sleepy Hollow Rd, south to Township Property	\$91,200	\$0	100.0%	\$91,200	2010	2010	2012
09-10-0003	Kane County	Fabyan Pwy from Nagle Blv to IL 25	\$2,060,700	\$0	100.0%	\$2,060,700	2010	2010	2013
09-10-0004	St. Charles	IL 64 from Tyler Rd to 7th Ave	\$112,000	\$0	100.0%	\$112,000	2010	2010	2011
09-10-0005	Kane County DOT	Dunham Rd/Kirk Rd from Stearns Rd to IL 56/Butterfield Rd	\$1,736,800	\$0	100.0%	\$1,736,800	2010	2010	2011
09-10-0006	Aurora	Farnsworth Ave from Molitor/Diehl Rd to E New York St	\$1,076,000	\$0	100.0%	\$1,076,000	2010	2010	2010
09-94-0068	Kane County Forest Preserve District	Fox River Trail Gap Project - Section B	\$600,000	\$0	100.0%	\$600,000	2008	2008	2008
10-04-0003	North Chicago	IL 137/Sheridan Rd Genesee St - 22nd St/MLKing Dr	\$1,115,614	\$0	100.0%	\$1,115,614	2004	2004	2008
10-08-0001	Lake Zurich	S Old Rand Rd and Surryse Rd Sidewalks	\$264,374	\$0	100.0%	\$264,374	2008	2008	2009
10-08-0002	Wauconda	Garland Rd from Gossell Rd to Old Rand Rd	\$245,000	\$0	100.0%	\$245,000	2008	2008	2009
10-09-0004	IDOT	US 12/Rand Rd at Bonner Rd	\$276,000	\$0	100.0%	\$276,000	2009	2009	2011
10-09-0005	IDOT	IL 137/Buckley Rd at O'Plaine Rd	\$276,000	\$0	100.0%	\$276,000	2009	2009	2011
10-09-0006	IDOT	US Route 45 at Gages Lake Rd	\$276,000	\$0	100.0%	\$276,000	2009	2009	2011
10-09-0007	Lake County DOT	Rollins Rd from US 12 to Lotus Dr	\$1,348,000	\$0	100.0%	\$1,348,000	2009	2009	2010
10-09-0008	Lake County DOT	IL 83 from US 45 to Westmoreland Dr	\$441,600	\$0	100.0%	\$441,600	2009	2009	2010
10-09-0009	Lake County DOT	Cab Connector	\$80,000	\$0	100.0%	\$80,000	2009	2009	2011
10-09-0010	Round Lake Beach	Various Sidewalks Round Lake Beach	\$491,820	\$0	100.0%	\$491,820	2009	2009	2010
10-09-0011	IDOT	US 14/Northwest Hwy at Kelsey Rd	\$276,000	\$0	100.0%	\$276,000	2009	2009	2011

10-10-0002	Grayslake	Washington St Bike Path (sidepath)	\$760,480	\$0	100.0%	\$760,480	2010	2010	2013
10-10-0003	Lake County	Prairie Crossing Bike Path/Midlothian Rd	\$2,044,800	\$0	100.0%	\$2,044,800	2010	2010	2011
10-10-0004	Lake County	Diesel Retrofit Project	\$23,400	\$0	100.0%	\$23,400	2010	2010	2010
10-10-0005	Round Lake Park	IL 134/Main Street Sidewalk Project, from west village limit to east village limit	\$268,000	\$0	100.0%	\$268,000	2010	2010	2011
11-00-0201	McHenry County Division of Transportation	IL Rt 31 West Bypass of Algonquin	\$316,000	\$0	100.0%	\$316,000	2004	2004	2011
11-03-0017	McHenry County Division of Transportation	Rakow Rd from McHenry Ave at Ackman Rd to IL 31 -McHenry County Prairie Trail	\$684,800	\$0	100.0%	\$684,800	2008	2008	2009
11-07-0001	McHenry County Division of Transportation	Virginia Rd at IL 31(southwest quadrant)	\$350,000	\$0	100.0%	\$350,000	2008	2008	2009
11-08-0002	Crystal Lake	E Crystal Lake Ave Sidewalks from Main St to Pingree Rd	\$200,000	\$0	100.0%	\$200,000	2008	2008	2009
11-09-0008	IDOT	IL 47 from IL 176 South Junction to IL 176 North Junction	\$500,000	\$0	100.0%	\$500,000	2009	2009	2011
11-09-0009	Lake in the Hills Parks & Recreation Dept	Village Bike Rack Installation	\$22,664	\$0	100.0%	\$22,664	2009	2009	2009
12-06-0002	Will County Department of Highways	Gougar Rd at US 30	\$1,056,000	\$0	100.0%	\$1,056,000	2006	2006	2009
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	\$3,273,600	\$0	100.0%	\$3,273,600	2008	2008	2012
12-08-0010	Joliet	Joliet Metra Lot 1 at Washington St	\$272,000	\$0	100.0%	\$272,000	2008	2008	2008
12-09-0009	Bolingbrook	Lily Cache Ln from Veterans Pwy to IL 53/Bolingbrook Dr	\$331,000	\$0	100.0%	\$331,000	2009	2009	2011
12-09-0011	IDOT	IL 53/Baltimore St & IL 102/Water St from First St to Kahler Rd	\$256,000	\$0	100.0%	\$256,000	2009	2009	2009
12-09-0012	Lockport	IL 7/9th St from Lincoln St to Farrell Rd	\$319,000	\$0	100.0%	\$319,000	2009	2009	2009
12-10-0001	Romeoville	135th St Metra Parking Lot	\$3,420,000	\$0	100.0%	\$3,420,000	2010	2010	2012
12-10-0002	Romeoville	Romeoville Metra Station and Parking	\$1,012,000	\$0	100.0%	\$1,012,000	2010	2010	2013
13-06-0001	RTA	Park and Ride Transit for the Northeastern Region	\$1,200,000	\$0	100.0%	\$1,200,000	2006	2006	2011
13-08-0009	Pace	Rideshare Marketing	\$350,000	\$0	100.0%	\$350,000	2008	2008	2008
13-09-0002	IDOT	IDOT Maintenance Fleet Emissions Reduction	\$800,000	\$0	100.0%	\$800,000	2009	2009	2009
13-09-0003	IEPA	Chicago Area Diesel Retrofit Program	\$1,000,000	\$0	100.0%	\$1,000,000	2009	2009	2010
13-10-0001	CTA	Suburban Station Bike Parking Improvements	\$19,200	\$0	100.0%	\$19,200	2010	2010	2011
13-10-0002	Riverdale	Indiana Harbor Belt Railroad Retrofit	\$4,641,000	\$0	100.0%	\$4,641,000	2010	2010	2010
13-10-0005	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	\$3,380,000	\$0	100.0%	\$3,380,000	2010	2010	2011
13-10-0006	Pace	Diesel Engine Retrofits	\$4,680,000	\$0	100.0%	\$4,680,000	2010	2010	2010
13-10-0007	Metra	Installation of GenSets on Two Metra Switch Engines	\$2,800,000	\$0	100.0%	\$2,800,000	2010	2010	2010
13-10-0008	CDOE	Metropolitan Mayors Caucus Idling Reduction Program	\$140,600	\$0	100.0%	\$140,600	2010	2010	2011
13-10-0010	IDOT	I-55 from Naperville Rd to Lorenzo Rd Expansion of Congestion Monitoring, Incidence Detection and Traveler Information	\$2,760,000	\$0	100.0%	\$2,760,000	2010	2010	2011
13-10-0011	RTA	Clean Air Commuter Challenge	\$326,400	\$0	100.0%	\$326,400	2010	2010	2010
16-10-0005	CTA	Purple Line Weekend Express Service	\$361,708	\$0	100.0%	\$361,708	2010	2010	2012
17-08-0001	Pace	Smaller 26' Transit Vehicles	\$2,150,000	\$0	100.0%	\$2,150,000	2008	2008	2008
17-09-0001	Pace	Bus Diesel Engine Retrofits	\$4,548,080	\$0	100.0%	\$4,548,080	2009	2009	2009
			\$168,528,203						

TIP Project ID	Project Sponsor	Brief Description	Total Programmed	Obligated	Percent Unobligated	project bal	First Programmed Year	Last Programmed Year	Estimated Completion Year
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	\$4,732,000	\$0	100.0%	\$4,732,000	2007	2006	2009
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	\$160,000	\$0	100.0%	\$160,000	2006	2006	2010
01-03-0004	CDOT	Roosevelt Rd from Western Ave to US 41/Lake Shore Dr	\$4,912,000	\$0	100.0%	\$4,912,000	2008	2005	2009
01-06-0006	CDOT	Congress Parkway ITS Smart Corridor	\$2,950,400	\$0	100.0%	\$2,950,400	2006	2006	2010
01-08-0004	CDOE	City of Chicago Bicycle Fleet Program	\$80,000	\$0	100.0%	\$80,000	2008	2008	2009
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	\$3,208,000	\$0	100.0%	\$3,208,000	2006	2004	2010
09-09-0011	Kane County DOT	Orchard Rd from Randall Rd to Rochester Dr	\$540,400	\$0	100.0%	\$540,400	2009	2009	2010
09-09-0012	Kane County DOT	Randall Rd from Dean St to Main St	\$801,500	\$0	100.0%	\$801,500	2009	2009	2010
09-09-0013	Kane County DOT	IL 64 from Randall Rd to Burlington Rd	\$1,389,000	\$0	100.0%	\$1,389,000	2009	2009	2010
09-03-0001	Kane County DOT	Randall Road at Fabyan Parkway	\$3,000,000	\$0	100.0%	\$3,000,000	2003	2003	2010
09-08-0002	Kane County DOT	Kirk Rd at Douglas Rd	\$1,016,000	\$0	100.0%	\$1,016,000	2008	2008	2010
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	\$1,696,000	\$0	100.0%	\$1,696,000	2008	2008	2010
09-09-0010	Kane County DOT	Huntley Rd at Galligan Rd	\$1,522,800	\$0	100.0%	\$1,522,800	2009	2009	2012

\$26,008,100



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee

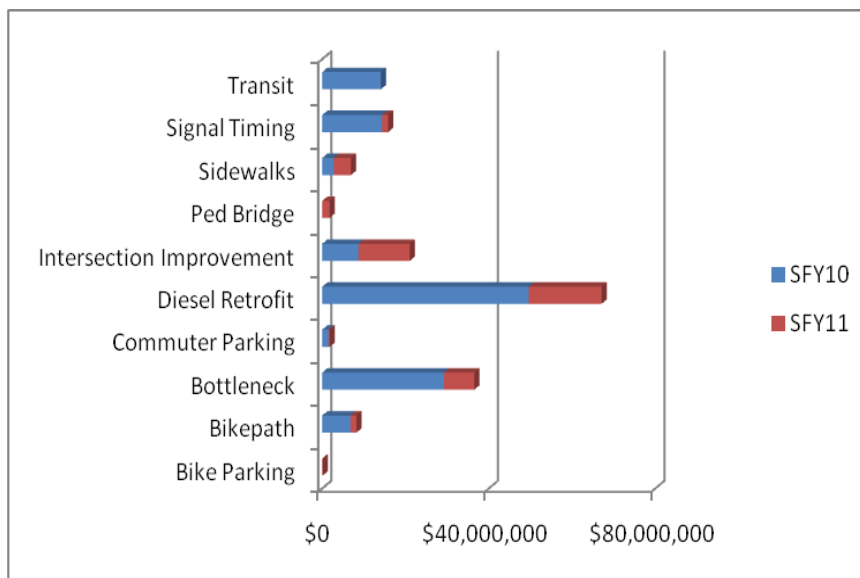
Date: December 17, 2009

From: Holly Ostdick, Associate Planner

Re: State Fiscal Year 2010 & 2011 State Appropriation

Through the active program management policies including the status update, coordination meetings with IDOT, CMAP, and PL's, and through the rescission list, staff has been tracking projects anticipated to be obligated in state fiscal year 2010 and 2011. Below is a summary of anticipated obligations for SFY 2010 and 2011. This information has been forwarded to the state for their consideration.

SFY10	\$126,996,882
SFY11	\$46,310,055
Grand Total	\$173,306,937



	SFY10	SFY11	Grand Total
City of Chicago	\$8,787,200	\$320,000	\$9,107,200
County	\$32,192,256	\$16,872,843	\$49,065,099
IEPA	\$15,000,000	\$13,000,000	\$28,000,000
Municipality	\$71,017,426	\$16,117,212	\$87,134,638
Grand Total	\$126,996,882	\$46,310,055	\$173,306,937



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MEMORANDUM

To: MPO Policy Committee

Date: December 17, 2009

From: CMAQ Project Selection Committee

Re: Programming CMAQ Funds to Private-Sector Diesel Emission Reduction Projects

This memo is in response to a request from MPO Policy Committee members for background information on the use of CMAQ funds for diesel emission reduction projects where the vehicles are owned by a private entity.

The use of such partnership has been recognized in FHWA's CMAQ guidance, which states that "these partnerships have become a critical part of CMAQ." Other public-private sector projects have been programmed with CMAQ funds in the region, notably a commuter boat purchased by a private operator with CDOT sponsorship, a truck stop electrification project to be built and operated by a private company sponsored by the Tollway, and the I-GO carsharing service, operated by the Center for Neighborhood Technology and sponsored by CDOT and IDOT.

Air Quality Background

The Chicago region, including northeastern Illinois and northwest Indiana, is in nonattainment of national standards for ground-level ozone and fine particulate matter. Ozone is created by two precursor pollutants, volatile organic compounds and nitrogen oxides, in the presence of sunlight. Fine particulates are produced directly, and also by the interaction of other compounds in the atmosphere, notably nitrogen oxides.

Diesel engines produce significant amounts of nitrogen oxides and fine particulate matter. While new diesel engines are much cleaner, older engines produce these emissions in sufficient quantities to be a major cause of the region's mobile source emissions. Since diesel engines have a long life, older engines will continue to operate in the region for many years, emitting significant quantities of pollutants.

Since the region is in nonattainment of the air quality standards, the Illinois Environmental Protection Agency has developed a State Implementation Plan (SIP) to describe what steps will be taken to achieve the standards. These steps are distributed among four sectors: point

sources, area sources, on-road mobile sources, and off-road sources. For the on-road mobile source sector, the SIP establishes “budgets,” or levels of emissions that may not be exceeded to meet the standards. In striving to meet the mobile source budgets, especially for direct fine particulates and nitrogen oxides, steps must be taken to reduce diesel emissions.

Additional information on mobile source budgets and air quality in northeastern Illinois is available. One source is the air quality snapshot developed as part of the information gathering effort for *GO TO 2040*, the region’s official comprehensive plan. For further information about the region’s air quality conditions and considerations, see the snapshot at:

<http://www.cmap.illinois.gov/snapshot.aspx#Air>.

Diesel Emission Reduction Strategies

A number of strategies are used to reduce diesel emissions. These include idle reductions, alternative fuels, and measures to reduce the emissions from the engine. The latter category can be divided into:

- Retrofit – adding a device, such as a filter or oxidation catalyst to an existing engine to reduce the emissions. The engine must be capable of accommodating the device; some older engines don’t work with the retrofit device. The vehicle must also be able to accommodate the device; sometimes there is not a workable location where it can be installed.
- Repower – replacing the obsolete engine with a new engine that meets or exceeds current emission standards. This is a good choice if the engine cannot be retrofit and the vehicle has a significant life expectancy.
- Replace – replacing the entire vehicle is considered if the vehicle is near the end of its useful life or obsolete in other ways.

Various studies have shown that diesel emission reduction strategies are highly cost-effective, in part due to the fact that the diesel engine fleet tends to be older than the gasoline engine fleet, but also due to the nature of the pollutants emitted by diesel engines.

In addition, diesel emission reduction projects reduce the exposure of vulnerable populations such as children, and reduce “hot spots” of emissions in areas near idling or concentrations of vehicles, such as schools, transit centers, freight yards, rail yards, and construction sites. This has been recognized by school districts, which have requested funds to retrofit school buses, and by municipalities eager to sponsor locomotive switch engine projects for yards located in their communities. IEPA also recognizes the value of these projects and has sponsored a project in which they will help smaller school districts retrofit their buses in addition to sponsoring locomotive repower projects.

CMAQ Funding

Diesel emission reduction projects have been eligible for CMAQ funding since the inception of the program, although not all types of projects were eligible, and the emphasis in CMAQ programming nationwide was clearly on other types of projects.

As the program progressed, and the automobile fleet in general became cleaner, the merits of diesel emission reduction projects became clearer, and CMAQ funding began to be used for these types of projects.

Northeastern Illinois has funded diesel emission reduction projects as far back as the mid-1990's when the CTA used CMAQ funds to test fuel cell buses. Projects have become more frequent in recent years, and have included:

- CTA – Purchase of hybrid-electric buses (2001)
- CTA – Engine upgrade and purchase of ultra low-sulfur diesel (2003)
- Pace – Purchase of ultra low-sulfur diesel fuel (2005)
- Tollway – Truck stop electrification (2006)
- CDOE – Chicago diesel fleet retrofit (2007)
- CTA – Bus cold start devices (2007)
- Chicago Public Schools – School bus retrofit (2008)
- Riverdale - CSXT Barr Rail Yard switch engine retrofit (2008)

Other regions across the country used CMAQ funds for many of the same types of projects as in northeastern Illinois. In recognition of these projects' importance, SAFETEA-LU included language giving priority to diesel emission reduction efforts. According to SAFETEA-LU Cost Effective Emission Reduction Guidance, Amended Section 149, Subsection(3) Priority: "States and metropolitan planning organizations shall give priority in distributing funds received for congestion mitigation and air quality projects and programs from apportionments derived from application of sections 104(b)(2)(B) and 104(b)(2)(C) to—“(i) diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects.”(PUBLIC LAW 109-59—AUG. 10, 2005 119 STAT. 1463).

Railroads, too, have recognized that being a good neighbor to the communities in which they operate by reducing emissions and reducing fuel consumption from their locomotives benefits their own operations.. Thus, they have undertaken CMAQ-funded projects in New York and Michigan as well as participating in very large state-funded programs in Texas and California. The Union Pacific railroad has submitted a letter in support of continuing these projects.

In these cases, and in northeastern Illinois too, the focus has been on switch engines, which frequently have the oldest, most polluting engines in the fleet, and also stay in the region where the air quality problems are the greatest. For CMAQ funded projects in particular, the funds may only be used in nonattainment areas, so the funds have not been used for line-haul engines that spend most of their time outside the region to which the funds were apportioned.

Recent CMAQ Diesel Emission Reduction Program

Beginning in 2009, diesel emission reductions were classified separately from other CMAQ projects in the region. In that year, ten projects were funded for just over \$19,500,000 in federal funds. Of this, just under \$9,600,000 was for locomotive repower projects for private railroads. In addition, IEPA 's project to fund school bus retrofits is anticipated to fund retrofits to buses owned by private operators under contract to school districts.

The funding for private railroads was a significant increase in funding for public-private sector projects; the first private railroad to receive funding was the CSX in 2008, also for a locomotive repower project.

As the 2009 program was developed, the CMAQ Project Selection Committee recognized that, as private entities and as beneficiaries of improved fuel economy for the new engines they acquire, the railroads should be expected to contribute above the minimum twenty percent match required for CMAQ projects. As a first effort, a fifty percent match was requested from the railroads being sponsored. All the railroads declined to participate at this match level. Investigation revealed that California had encountered similar resistance to a fifty percent match requirement for their state-funded diesel retrofit program. Given this, a thirty-five percent match was requested. This match level was accepted by all railroads but one that insisted on a twenty percent match. That project was dropped from the recommended program. The Project Selection Committee agreed to revisit the match requirement as the program evolved, to see whether a larger match could be obtained as the railroads understood the full benefits they will realize and also become acclimated to the new equipment in their fleets.

To address the requirement that the locomotives being repowered would benefit the region the Project Selection Committee required that they stay in the region for ten years, a condition to which the railroads agreed. To enforce this provision, the contract between IDOT, the sponsoring municipality and the state specifies this requirement and provides that the CMAQ funds be paid back if the condition is not met. The applicable part of the contract (section 2) is attached.

An additional concern is that a project not simply fund expansion of the railroad's operation. To that end, the contract requires the destruction of the engine being replaced.

In 2010, the CMAQ Project Selection Committee programmed thirteen diesel emission reduction projects, totaling \$42.3 million. Of this, \$11.2 million was for projects actually in 2012 and 2013. Of the remaining \$31.1 million, just under \$20.9 million was programmed to private railroads, out of \$31 million in federal funds requested. The public agencies requesting diesel emission reduction funds were programmed for all funds they requested.

Further Information

Much has been written about diesel emission reduction efforts, the CMAQ program, and northeastern Illinois' program of projects. Some links with further information include:

FHWA CMAQ Guidance:

<http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf>

Diesel project benefits:

http://www.marama.org/diesel/urbanfleets/documents/Urban_Fleets_%20050512_%20WescottDieselStudy.pdf

<http://www.epa.gov/otaq/regs/nonroad/locomotv/420f09025.pdf>

Comments on FY 2010-2011 CMAQ Program:

<http://www.cmap.illinois.gov/FFY1011PublicComment.aspx>

SAFETEA-LU Public Law 109–59 109th Congress, August 2005:

http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_public_laws&docid=f:publ059.109.pdf

Cost Effective Emission Reduction Guidance, p. 320-322 of 836

Recommended CMAQ Project Selection Committee Meeting Dates (for consideration 12-17-09)

(meeting times to be determined at 12-17-09 meeting)

CMAQ PSC Meeting (a.m. or p.m.)	TIP Revisions Due to CMAP Staff	Transportation Committee Dates	MPO Policy Committee Dates	Federal Authorization	IDOT Letting Dates	CMAQ PSC Notes
February 10, 2010	February 16, 2010	March 5, 2010	March 11, 2010	March 12, 2010	April 23, 2010	PM only (a.m. is CMAP Bd)
March 24, 2010	March 30, 2010	April 23, 2010		April 30, 2010	June 11, 2010	
		May 21, 2010				
May 5, 2010	May 11, 2010	June 4, 2010	June 10, 2010	June 18, 2010	July 30, 2010	PM (or Dupage Rm in a.m.)
June 16, 2010						alternate to June 30; PM only
June 30, 2010	July 6, 2010	July 30, 2010		August 6, 2010	Sept 17, 2010	
July 28, 2010	August 3, 2010	August 20, 2010				
August 18, 2010	August 24, 2010	September 17, 2010	October 14, 2010	Sept. 24, 2010	November 5, 2010	
October 20, 2010	October 26, 2010	November 19, 2010		Dec. 3, 2010	January 21, 2011	PM only
November 17, 2010						for FY 2012 Call for Projects
December 8, 2009	tbd	tbd (2011)	January 13, 2011	January 28, 2011	March 11, 2011	PM only (a.m. is CMAP Bd)

S:/.../CMAQ/2010 devel/docs/cmttee/Proposed 2010 CMAQ Mtg Dates B.xls